

# Turning Complex Information into a Presentation

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# The 2016 Presentation of the State of the State Speech by Governor Andrew Cuomo

## TASK

**Translate the information in the speech for a presentation by the governor to the New York Building Congress regarding New York State's infrastructure proposals.**

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### *Built to Lead: Infrastructure Program*

- Invest a Record \$26.1 Billion in the MTA
- Enhance MTA User Experience with New Technology
- Renovate and Upgrade 30 MTA Subway Stations
- Modernize JFK and LaGuardia Airports
- Build a New Empire Station Complex to Replace Penn Station
- Expand and Enhance the Javits Center
- Jumpstart the Gateway Tunnel Project
- Add Track and Passenger Capacity to the Long Island Rail Road
- Explore Feasibility of New Transportation Access Points to Long Island
- \$1 Million Deep Water Port Study at Old Shoreham Power Plant
- \$50 Million Ronkonkoma Hub Expansion
- \$6 Million MacArthur Airport Modernization and Revitalization
- Promote Economic Development at Republic Airport
- Launch \$200 Million Competition to Revitalize Upstate Airports
- \$22 Billion Capital Plan for New York's Roads and Bridges
- Enact the Thruway Toll Reduction Plan
- Launch the \$1 Billion New BRIDGE NY Program to Fix Bridges
- Launch the New \$1 Billion PAVE NY Program to Build and Fix Roads

EVENT: New York Building Congress Construction Industry Breakfast Forum: March 3, 2016

FOCUS: Infrastructure

HOST: Richard Anderson, President

**T**hank you, Richard, for your very generous introduction, and thank you all for this invitation to share with you some of the invigorating proposals of our Build To Lead program for the state's infrastructure.

That word, infrastructure, though: not a musical word at all, is it? A word that sort of just sits there when you say it, a little heavy, a little long, doesn't easily roll off the tongue.

So, here are some synonyms for infrastructure that can give it a little kick: Lifeblood. Bedrock. Heart.

These words show the real meaning of the term: A sound, functional infrastructure is indispensable to living a life worth living. It's the thing that we all depended upon this morning to bring us together, and it's the thing that we'll depend upon to do our important work during the day and get home to our families tonight.

Just think of the people in Flint, Michigan, with their bottled water and lead pipes, and you'll see what I mean. When the infrastructure doesn't serve the people, the people suffer.

But the state of our national infrastructure? You know the numbers as well as I do. The 2013 Report Card for America's Infrastructure from the American Society of Civil Engineers gave the nation

- Launch a New \$500 Million Infrastructure Hardening Program
- Adopt an Aggressive Clean Energy Standard
- Adopt the Clean Energy Fund
- Increase Renewable Energy Consumption at State Owned Facilities and on SUNY Campuses
- Make 500,000 Homes and 20,000 Businesses More Energy Efficient By 2020
- Install Solar on 150,000 New Homes and Businesses by 2020
- Build 300 Additional Wind Turbines by 2020 and Create a Master Plan for Offshore Wind
- Invest \$8 Million to Build Out Community Microgrids
- Launch the \$3 Million “Energy to Lead” Competition for Colleges and Universities
- Invest \$75 Million in Affordable Housing and Retrofit 100,000 Units by 2025
- Create Clean Energy Workforce Opportunity Program and Train 10,000 Workers by 2020

an overall D+ and estimated that it would take \$3.6 trillion to bring things up to code by 2020.

But the important thing about that number – three point six trillion dollars – is not it’s size. It’s the fact that, as a nation, we are going to have pay it. Period. We may think we have an option about that – we can offload some costs here, defer some costs there – but it’s a false option. This cost needs to be paid now.

Some of you in this room may be old enough to remember a television commercial from 1972 for Fram oil filters. A crusty-voiced garage mechanic hidden under a car says that if the owner had only used the \$4 oil filter, he wouldn’t be paying \$200 to fix his main bearing. He rolls out from under the car and says, “Choice is yours. You can pay me now or pay me later.” Simple lesson: \$4 now or \$200 later. Three point six trillion now or – well, you get his point.

This is why I have laid out an ambitious agenda for a \$100 billion investment in transformative infrastructure projects statewide to build a system that will stand up for the next 100 years.

We’ve been doing a lot of infrastructure investing during my tenure as governor. Since taking office, we’ve invested over \$54 billion in

hundreds of projects, like resurfacing roads, shoring up bridges, improving State Parks and recreational sites, and repairing dams and flood control structures.

Just as important as what we’ve done is the way we have stewarded the taxpayers’ money in doing it.

The New York Works Task Force has coordinated capital planning across 45 agencies and authorities and our “design-build” procurement method at five state agencies has accelerated completion of dozens of stalled projects, saving taxpayers billions of dollars.

Case in point: The New NY Bridge project, replacing the Tappan Zee Bridge, which went from dysfunction to construction in just 14 months. The twin spans of the bridge are already rising out of the Hudson River and are on time and on budget, with the first span scheduled to open next year.

But you and I know that this isn’t enough, which is why I want to amaze you a little bit by the breadth and scope of what we’re planning to do to make things better and stronger for the citizens and businesses of New York.

1. A record \$26.1 billion for the MTA, including new commuter technologies, renovated subway stations, and thousands of new subway cars and buses
2. Building a new LaGuardia Airport – you may cheer if you wish!

3. Overhauling JFK Airport – you can cheer again.
4. Replacing the miserable Penn Station with what we're calling the Empire Station Complex: a new passenger area in the Farley Post Office building for Amtrak, NJ Transit, and LIRR, and a down-to-the-ground renovation of Penn Station itself.
5. Transforming the Javits Center into a modern convention space.
6. A new train tunnel under the Hudson River called the Gateway Project and adding passenger and rail capacity to the LIRR.
7. Long Island transportation improvements: an expansion of the Ronkonkoma Hub and the revitalization of McArthur and Republic airports.
8. A \$200 million competition for renewing upstate airports.
9. \$22 billion for retrofitting bridges and upgrading roads around the state.
10. Toll reform for the New York State Thruway.

But our plans aren't just about "trains and boats and planes," like the title of that old pop song. They also include our energy infrastructure – more specifically, our goal to build a clean energy economy, both to generate new industries and jobs and to combat what is surely our most pressing challenge today, climate change.

All our work to strengthen and extend our transportation systems will be for naught if we do nothing to guard against the increasing dangers brought by the "new normal" of severe and unpredictable weather.

We've done a lot in this direction already to move the state toward adopting clean energy standards and practices. This has included such things as our investment in a solar panel factory in Buffalo and a silicon wafer plant in Genesee County. Through these and other actions, 5 percent of New York's energy consumption today comes from renewable resources. Our goal is to get the state to double its consumption of renewables in 15 years.

How are we going to achieve this? Well, I just happen to have a plan. We are going to do this in three ways.

First and foremost, we have to expand our clean energy sources. We can only increase usage if we increase capacity, and this capacity has to be multiply-sourced: wind power, hydro, solar, and fuel cells, to name a few. The energy landscape of the future is no longer a central generating plant using a single dirty fuel to create power pushed out over a fragile grid. Our sources will have to be many, well-distributed, inter-connected, sometimes decentralized, and all green.

Second, we have to stop wasting the energy we already use. Conservation is just as important as production. We have already started retrofitting state-owned facilities for greater efficiencies, including the State University of New York, and we plan to extend this to homes and businesses with helpful investments from the Clean Energy Fund. We are also working with other colleges in the state to pursue the same efficiencies we're getting on the SUNY campuses.

Third, we need a new skilled workforce to run these new systems. This is why I want to create the Clean Energy Workforce Opportunity Program at SUNY. Program staff will team up

with clean energy companies to develop a new job training and certification program that will make New York a leader in clean tech workforce development.

There are many other elements to our clean energy program (like the build-out of microgrids), but they are all focused on one goal: A New York State running on clean energy generated by a multiple-source system that reduces the damage to the earth and ensures the health and well-being of our citizens.

Another element we include in the word “infrastructure” is the state’s vast park system.

The healthy maintenance of open space contributes as much to the economic and social success of our society as intact bridges and modernized airports.

Parks reconstruction, the fracking ban, protecting water resources, zero emission vehicle charging stations, reducing methane from organic waste, and making New York State coal-free by 2020: these are just some of the ways we are keeping our remarkable environmental assets intact and productive, available to all people for all ages.

I know I’ve thrown a lot at you, but that’s because there is so much to do. But I know we will get it done, and when I say “we,” I am not just talking about the state officials and the staff charged with reaching these goals. I am also talking about all of us in this room.

The New York Building Congress, as part of its mission, says that its membership “promotes competence and productivity in the workplace, with special emphasis on public service, teamwork, and partnership with government.” Let me repeat that, because I really like the sound of it: “public service, teamwork, and partnership with government.”

We do live in dire times, but the only way humans have survived dire times is through some version of “public service, teamwork, and partnership with government.” The infrastructure, however you define it, is our “common wealth.” It has fallen on bad times, and we don’t have the luxury of the man in the commercial whose car is getting fixed: we can’t pay it later. We have to pay it now.

But rather than see this payment as a drain on resources or an unfair burden, we should see it for what it really is: a vote in favor of a future that is cleaner, safer, more productive, more comfortable, more just, and just plain more interesting.

Imagine how great this future will be for the citizens of the state and the millions of people who come here for business and pleasure.

Even more importantly, just imagine how much those who are not yet born will admire the legacy that we bequeath to them.

I agree with what British economist Evan Davis has said about the infrastructure of his own country: “Infrastructure...is exciting stuff, the civil engineering which makes Britain tick - the bridges, tunnels, power and water networks, which bind us together.” I look forward to working with you on all this “exciting stuff...which binds us together.” I know I can count on your expertise and good will, just as you can count on mine.

Thank you for letting me share this vision with you. It’s been a great pleasure.